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WEATHER REPORT

Moderate South Westerly winds, fine and warm.

The Evening Advocate

"By Union the smallest states drive, by dissent the greatest are destroyed."

In every rank, or great or small,
The industry supports us all.
—Gay.

VOL. XV. NO. 140.

ST. JOHN'S. WEDNESDAY, JULY 30, 1924.

BIG STRIKE ON HUMBER

OPPOSITION MEMBERS SUCCEED GETTING COMMISSION APPOINTED TO ENQUIRE INTO LOGGING GRIEVANCE

Besco Officials Have Their Wages Reduced

BESCO'S GENERAL MANAGER RESIGNS

SYDNEY, July 29—Archibald McColl, General Manager of Besco operations on the mainland, has resigned from the corporation. Official announcement of Mr. McColl's retirement was made at the Besco head office here on Tuesday. Mr. McColl is one of the best known steel and coal officials in Nova Scotia, and for many years was prominent in the affairs of the Nova Scotia Steel and Coal Co. He has always been located at New Glasgow.

U. S. FLIERS HOP OFF FROM KIRWALL

BROUGH, ENGLAND, July 29—The United States round the world aviators will take off at Kirwall at five o'clock to-morrow morning according to present arrangements.

ADVERTISE IN THE EVENING ADVOCATE

BESCO OFFICIALS SALARIES CUT

SYDNEY, July 29—All salaries of officials and employees of the British Empire Steel Corporation, from President R. M. Wolvin, and members of the directorate, down to the lowest paid clerk, will receive a wage cut of ten to twenty-five per cent on August 1st, according to announcement made at Besco headquarters here to-day. President Wolvin and the directors of Besco will get a 25 per cent. salary reduction, while the new schedule for all other officials, low paid employees now on monthly pay getting a 10 per cent. slash. The salary cut is part of the Besco policy of retrenchment during the depression period, which has brought about a curtailment of the work at the steel plants in Sydney and Trenton and at the coal mines on the mainland, Cape Breton. The salary cut will effect every official of Besco in Nova Scotia, including those employed at Halifax shipyards and Trenton, and New Glasgow plants, as well as Cape Breton officials.

Judge—"Guilty or not guilty?"
Pat—"Sure, and I'll have to hear the evidence first."

CONFERENCE DRAGS WEARILY ALONG

LONDON, July 29—The Inter-Allied Conference dragged wearily along to-day with little progress observable towards the goal of its ambitions, the launching of the Dawes report. There were no formal committee meetings arranged for to-day, but informal discussion amongst the delegates, financiers and experts. The French took the lead in an effort to co-ordinate the various formulas proposed to reconcile the financiers' ideas of security for investors in the proposed German loan, with the reluctance of France to waive her rights to separate action should Germany default.

HEAVY RAINS HELPS PRAIRIE PROVINCES

WINNIPEG, July 29—Heavy rains of the past week throughout the Prairie Provinces were supplemented by further precipitation to-day. A generous downpour was reported from points in Saskatchewan which had suffered from the protracted drought. These districts report that the rain is urgently needed for summer fallow, and that it will materially relieve the crop and food situation. Light rain was general in Manitoba, but sufficient moisture has already fallen in that Province for the crop in its final stage of growth.

DOMINION REPRESENTATION CONSIDERED

LONDON, July 29—The British Government has determined to alter the entire system of Dominion representation, J. H. Thomas, Secretary for the Colonies, declared to-day in the House of Commons, during the discussion on the vote for the Colonial Office. He said that the system of dominion allied conference was not satisfactory, and that the Government had decided to invite the Dominions to send representatives to a conference which will examine the entire situation and avoid the difficulties hitherto encountered. It is hoped that the conference may be held in October.

WILL SEEK RECIPROCITY

SYDNEY, AUSTRALIA, July 29—Negotiations will shortly proceed with a view to Australia obtaining reciprocal trade with Canada, New Zealand, South Africa, so Austin Chamberlain, Federal Minister for Trade and Customs announced in a speech to-day.

INCREASE IN PRICE OF BREAD

SASKATOON, July 29—Bread retailed here yesterday, three loaves for 27 cents, instead of three loaves for the usual 25 cents. The increase is due to the upward swing in the price of flour.

SAO PAULO REBELS BEING PURSUED

BUENOS AIRES, July 29—While remnants of the military forces which revolted at Sao Paulo on July 5th were being pursued to-day into the interior of Brazil by Federal troops, Governor Da Campos, once more installed in his state capital, was taking account of the damage it suffered from three weeks of bombardment, fire and pillage; and at Rio Janeiro, President Bermados was faced with the problem of effecting solid restoration of the nation's disturbed unity. The President said last night he looked upon the Sao Paulo movement, coming after the revolt at Rio a year ago, as evidence of the weakness of the laws of Brazil regarding repression of sedition. Thirty million free thinking Brazilians, he declared, could not be left a prey to a handful of discontented adventurers, such as had tried to stab the nation in the back, surprising the Government while it was intensely bending its efforts to reconstruction. The President has also to consider the question of dealing with foreign governments, with reference to damage suffered by the property of their nations, as well as the killing of foreigners owing to the revolt. Although estimates of the total damage are not yet available from official quarters, it is believed it will run into many millions of dollars and that the number of soldiers and civilians killed or wounded will reach many hundreds.

FULL SLEEVES
Very full sleeves, gathered into narrow bands at the wrist and dropped at the shoulder, are noticed.

TO ROME IN A 15 FOOT CANOE

SYDNEY, N.S., July 29—From Sydney to Rome in a 15-foot canoe, is the avowed ambition of G. H. Smyth, of Toronto, who pushed off from Galbraith's boat house here at 10 o'clock this morning on the first leg of his venturesome journey. He plans to proceed down the coast via Halifax, St. John, and American ports to New York, where he will ship himself and canoe on board a steamer for England. Then he will attempt to paddle across the English Channel, and if successful will glide up the Seine for a visit to his mother who resides in Paris. Thence he will follow the river system of Central Europe to a point where a short portage will put him in streams which will carry him down to the Riviera, from there he will coast along the shore of the Mediterranean to Rome.

HERRIOT'S REPORT NOT FAVORABLY RECEIVED

PARIS, July 29—The French Parliament to-day received in absolute silence and with marked frigidity Premier Herriot's report on the progress of the inter-allied conference in London, in which the head of the Government described the failure of the conference to come to an agreement with the British and United States bankers on the question of security for the Dawes plan loan to Germany. Excepting for favourable comments by about 12 or 15 Socialist Deputies, the Chamber maintained silence while Rene Renoult, Minister of Justice and Acting Premier, read a telegram from the Premier which described briefly the work of the various committees of the London conference. The Socialists applauded a few passages, but the immense majority of deputies listened in evident apathy. Even the moderate left, M. Herriot's main support in the majority, refused to become enthusiastic, while the attitude of the Opposition was one of cold aloofness. After the document had been read the Chamber passed without comment to the order of the day.

STATUS OF HIGH COMMISSIONERS NOW SETTLED

LONDON, July 29—The question of the status of the High Commissioners of the Dominions and India, in England has at last been settled, after a long period of doubt. J. H. Thomas, Colonial Secretary, made an announcement of the matter in the House to-day. Henceforth, on ceremonial occasions, the High Commissioners will take precedence immediately after the members of the Cabinets of the British, Dominion and Indian Governments, Mr. Thomas stated. When no members of the Imperial Cabinet or cabinets of the Dominions or India are present the High Commissioners will take precedence immediately after that accorded to the Secretaries of State by the table of precedence.



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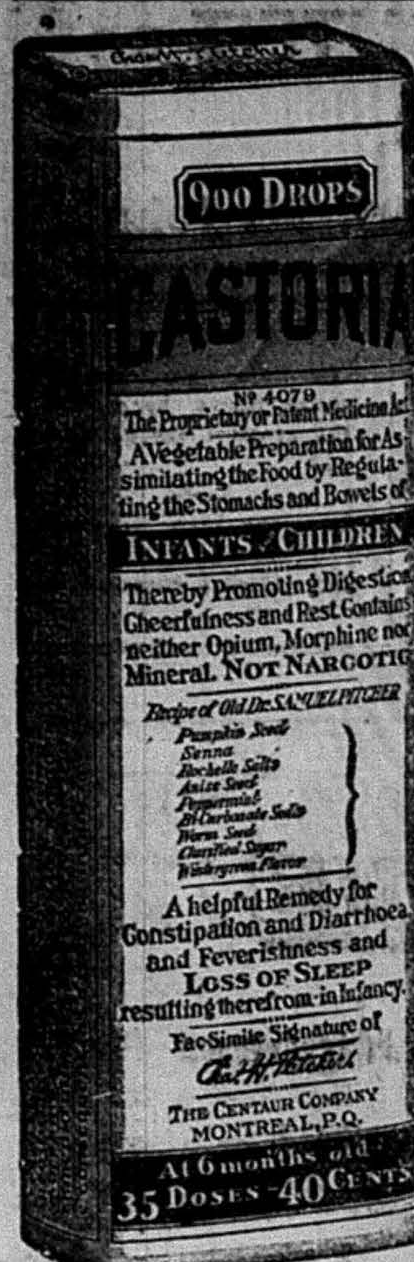
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A Coronet Of Shame OR FROM GLOOM TO SUNLIGHT

CHAPTER XVI.

An Unexpected Sorrow.

"Jess," she said, very quietly, but with a tremor in her voice, "the foreign secretary is downstairs with my brother. I—I am afraid there is bad news, and I—I should like to be with him. Will you come with me?"

Jess rose at once. Her face could not have grown whiter than it was already, but her lips twitched and she closed her eyes for a moment; then she followed Lady Marvellie out of the room. They knocked at the library door, and after a pause, the secretary himself opened it. At sight of the two women he drew a breath of relief.

"Oh! come in, Lady Marvellie," he said; "I am glad you have come. Alas! I am the bearer of bad tidings."

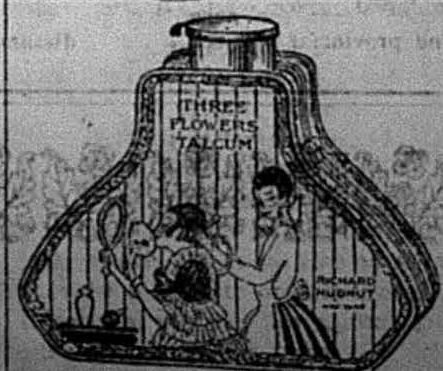
The earl was sitting at his table, his hands clinched tightly on it, his face white as marble, his eyes fixed vacantly.

Lady Marvellie went round to him

quickly, and put her trembling hand on his shoulder. Jess hesitated for a moment, then also went swiftly to him and stood beside him. It was as if these two loving women were attempting to shield him from the terrible blow which they felt fate was dealing him.

He did not appear conscious of their presence, but sat like a statue, devoid of sense or feeling.

"Bad news?" faltered Lady Marvellie. The secretary inclined his head, as if he could scarcely speak. In all his



GERALD S. DOYLE, St. John's.

experience this was the worst quarter of an hour—and he had gone through some bad ones—which he had never been called upon to pass.

"Yes, Lady Marvellie, I regret to say it is. The worst news. I will not ask you to be calm. He glanced at the stricken father. "You will be for Clansmire's sake, I know. We have just received a telegram from Africa—an awful telegram. I—I will read it to you. You will, I think, have been prepared for it, and I trust in

God that He will give you strength to bear it."

Then he read the telegram.

Lady Marvellie uttered one low cry but instantly repressed it. For her brother's sake she must be strong to suffer in silence. She did not see Jess away to and fro and fling out her hands as if she were going down into a deep sea; but the movement, the gesture, seemed to rouse Lord Clansmire to the fact of their presence, and for the first time since their entrance he moved slowly, and put out a trembling hand, and laid it on her head.

The touch broke Jess down, and she let her head fall on his knee, and moaned.

The secretary stood, as a man does stand in these cases, uncertain what to do or say—almost angry with his impotence, and wholly anguished by sympathy.

"I would beg you not to give up all hope," he said; "but I fear the news is too true. Sir Hercules would not have vent if there had been the least chance. He has promised to send all details as quickly as possible. Lord Clansmire, I need not say how deeply all who know you sympathize with you in this terrible affliction; indeed, I may say truly that all England shares your grief; but, Clansmire—and his voice thrilled—"It shares also in your pride. It is proud of your son, who has died not only for his queen and country, but to save helpless women and children. Let that thought sustain and comfort you—in any comfort be possible. Lord Ravenhurst's name ranks among those of the heroes of whom England is more proud than all of her other possessions. The country mourns with you today, Lady Marvellie."

Lord Clansmire bowed his head, and his lips moved.

"Thank you," he said at last, and with difficulty. "I—thank all friends. My boy—he faltered, and almost broke down—"my boy died like a soldier. Yes; I—I am proud of him!"

There were no tears in his eyes, but his tone brought them to the eyes of the secretary, and he could not speak as he went out.

Lord Clansmire looked up at Lady Marvellie almost as if he did not see her; then he stroked Jess' hair.

Jess raised her head.

"And I, too, am proud of him," she said hoarsely. "I have reason to be for I was—" she checked herself at the words, "his wife."

Was this the time to tell them? To tell the father that his son had deceived him? No; her Bruce's secret should remain still a secret a little longer. Time enough when the bereaved father had recovered sufficient strength to bear the news.

Friends came to inquire in hushed tones; the servants moved about noiselessly; a gloom like a heavy cloud sat upon the afflicted house. The three sat in the library all through the night, gaining perhaps some kind of strength from one another's presence; and in the morning, quite early, the secretary came again with a longer telegram. While he was reading it there arrived a cable for Jess.

It was from her father. She opened it with stiff and trembling fingers, but, could not see it.

"Read it," she said to Lady Marvellie, who held her hand.

"He is safe, my dear—safe, thank God!" she said. "And he is coming home." She paused a moment; then, in a broken voice, read aloud:

"I am safe. Was at Wolf's Drift with Ravenhurst. He fought and died like a hero. Am coming home at once."

Jess took the telegram in her hand again and stared at it vacantly; then she laughed. Lady Marvellie knew what it meant, and her hand tightened upon Jess'; but Jess almost pushed her away, and signed to the secretary to go on.

She listened with stony face to the details—as glorious as they were terrible—read out by the secretary, now in a hushed voice, and now with a thrill of pride and admiration.

"If ever a man was a hero, your son was one, Clansmire!" he exclaimed. "No one would have blamed him if he had sought safety after Islandwinnia. No one would have expected him to go to the relief of Wolf's Drift. It was a forlorn hope at best; it was, as some would call it, quixotic. Not one man in a thousand would have ventured it; your son was that man. Let that thought console you as it consoles us all. He gave his life for the women and children! It just amounts to that. There has never been a nobler end, never!"

He paused a moment, struggling with his tears; then, unfortunately, he said:

"There is one thing to be thankful for, Clansmire. He leaves no wife and child to share your grief and mourn his loss."

Jess' white lips parted, and the laugh rang out again, and she flung her hands above her head and with a

gesture of despair as she swayed to and fro.

Lady Marvellie cried out in alarm, but it was the earl who caught her in his arms.

"Poor child! poor child!" he said, with a sob; "she has broken down at last."

The servants flocked in, and Jess was carried, raving and laughing wildly, to her room. A doctor was sent for, and looked very grave as he bent over her.

"Complete collapse," he said, "and little wonder! Keep the house perfectly quiet. I will send a nurse."

"No," said Lady Marvellie, as she held the hot, restless hand; "I will nurse her. She is very dear to me—and my brother."

Jess was unconscious and delirious for four days, and when she recovered consciousness was so weak that the doctor's gravity increased rather than diminished.

"I shall have to get her away from here," he said, with the abruptness which was habitual with him. "I must get her into the country as soon as possible. For one thing, the change would be good for her; for another, she would not be so likely to be reminded of this awful business. London seems full of Wolf's Drift, and the newboys won't let us forget it."

"We should remember it without the newboys," said Lady Marvellie, with tears in her eyes.

"Of course," he assented; "but what I mean is, that it was here—in this house, that the news was broken, and everything about the place is naturally associated with it. Better for her and Lord Clansmire that you should go away. Go to Ravenhurst. It is not so far as the earl's other places, and I can run down now and again. Though, really," he added in his cant

NOTICE

Tenders will be received by the undersigned up to the Fifteenth day of August 1924, for the purchase of the whole or part of certain pulpwood belonging to the Government of Newfoundland as it now lies at various places in the Districts of St. George, St. Barbe, Twillingate, Bonavista and Trinity.

A general idea of where this wood should be found can be obtained by application to this office, but the undersigned is not prepared to guarantee to deliver any particular quantity or quality of wood.

Tenders should state the price per cord offered and the location of the wood required.

Terms of payment: Cash on delivery of Scaler's report to purchaser.

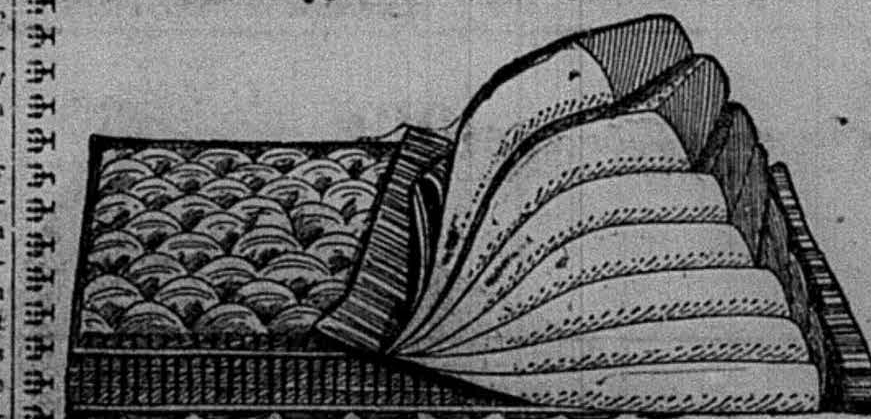
The highest or any tender will not necessarily be accepted.

W. J. WALSH,
Min. of Agriculture & Mines,
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St. John's, Nfld.
July 14, 1924.

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did say, "I can do very little. She is quite broken down, and actually does not care whether she lives or dies. Her father's return may act as a tonic and stimulant."

"He lost the steamer he intended to sail by, and cannot be here for another three weeks."

The doctor nodded.

"Then you got a trying three weeks before you, Lady Marvellie," he said. "Take her down to Ravenhurst. I'll tell you when she can be moved."

Youth has marvelous recuperative powers. It will fight death even when life seems in nowise desirable; and at the end of the week the doctor ordered—Jess' removal to Ravenhurst.

They took her down to Ravenhurst the next day. Lady Marvellie had given instructions that no signs of mourning should be visible about the place to remind them of their great loss, and the castle glowed cheerfully in the early winter evening with fires and lights in every room.

Jess looked round her as they entered the hall with a dull, lethargic eye.

"He was very fond of this place, wasn't he?" she asked, quite calmly—too calmly.

The early inclined his head.

"Yes, my dear. And now go straight to your room. To-morrow if you are strong enough, you shall come down to dinner."

"Very well," she said indifferently. "I am very tired."

"Is she going to die?" he asked Lady Marvellie, as they sat alone in the drawing-room, after dinner.

Lady Marvellie sighed.

"I—I don't think so. Don't suggest such a thing, Clansmire."

"Those whom the god love, die early," he quoted sadly.

"Her father will be here in a few weeks," said Lady Marvellie. "I'm counting on that."

The earl's face grew grim and hard.

"Her father has much to answer for," he said, as he left the room to go and brood in the library.

Jess came down to dinner the following evening, and they tried to make it as cheerful a meal as possible.

She was very white, very thin, and the far-away, preoccupied expression was still in her eyes and on her white

face; but knowing how anxiously and eagerly the other two watched her, she tried to eat and drink and seem cheerful, and the earl brightened up.

Jess nodded indifferently. "I am all right," she said.

She and Lady Marvellie went into the drawing-room; and after a very few minutes, the earl limped in after them. He was suffering from an attack of his old enemy, the gout.

Ton was brought in, and Lady Marvellie was pouring it out, Jess sitting before the fire, her hands clasped in her lap, the earl reading the last American review, when a servant entered and went up to him.

"A lady wants to see you, my lord," he said.

"To see me? A lady? It must be one of the village folk to see you Ada," he said to Lady Marvellie.

"She asked for you, my lord," said somewhat.

"There is always something to thank God for," he said, speaking with the

(To be continued)

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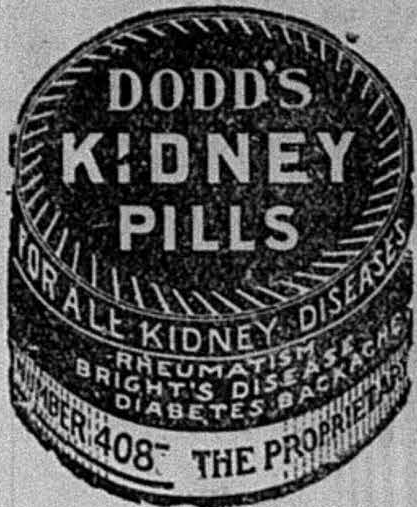
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Raising The German Fleet at Scapa Flow

The Tremendous Undertaking Divers Are Now Preparing to Grapple With—Will be World's Greatest of Engineering Feats—Hindenburg, Standing Upright, and Scillitz on Side, Will be First Tackled.

During the war the British salvage successes were notable for the recovery of German code books, which are still a secret. The new chapter opened with the "Laurentic Operations," and now another mighty task is beginning—the raising of the German Fleet at Scapa Flow.

It will mean seven years of hard toil. Many have said, "Why do they need to salvage the German Fleet?" Well, the old saying is, "Practice makes perfect"; and the successful experiments in these operations may mean more to us than does the Laurentic gold. Never have we had, and perhaps never shall again have, such an opportunity of testing our salvage capabilities.

The equipment of the vessels devoted to the salvage work on the German Fleet comprises a bewildering assortment of engineering appliances, all immensely powerful, all of the simplest possible construction and made of such material and treated in such a way that being in or under a few days or even weeks does them no real harm.

There are pumps capable of drawing up over a ton of water a second, and not given to shirking if the water be muddy or sand; hammers, drills and riveters, worked by pneumatic pressure, and striking about 1500 blows per minute, either under water

or above. Electric lamps illuminate the gloomy recesses of a sunken vessel's hold, or blaze above the dark water when the lost ship has risen again to light the workers as they secure their prize for towing into port.

Use of Explosives

But more wonderful than all is the use made of the most powerful explosives. Dynamite charges, carefully graduated are used either for clearing away an obtruding pinnacle of rock, or attached to the ragged edges of a rent in the side of a sunken vessel for blowing those edges smoothly off in order to allow a patch to be built over it.

For certain cases there will be pontoons, hollow iron tanks of varying sizes, their lifting power carefully noted, and their shapes so arranged that they fit closely to the sides of the wrecked ship. These are secured to the ship, and can be sunk and fastened to the sides of the vessel under the water by the divers, then pumped out and made airtight. They then immediately exert all their enormous lifting power.

There is the salving ship herself, a vessel not too large, but of immense strength of hull, of great engine power for towing purposes, and equipped with mighty cranes and derricks for hoisting weights up to fifty tons each. An all important item is her electrical installation for the working of searchlights and arc lights of great power. An air-compressing plant is necessary for the working of the pneumatic tools

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which form so important a part of the diver's equipment.

Wreckage Pearls

The salving of a battleship is a totally different proposition from that of a merchant vessel. Few people ever think of the enormous masses of metal, some over a couple of hundred tons in weight, that are to be found in a modern battleship, the lifting of which taxes all the resources of even a dockyard. If every ship in Scapa Flow were in the same position the task would be easy, but that is not so.

Some idea of the task may be gathered from the fact that all ships lie in a different position. For instance, the Hindenburg is standing upright, the Derfflinger, nearly on her side, the Seydlitz bottom up, cruisers with their "bows" in the air, and others in various positions. This shows that every ship is lifted its different methods. Let us take the Hindenburg on an even keel.

With the depth of water and the plan of the ship, a coffer dam can be

built right round her upper works—an immense superstructure, watertight, and reaching the surface of the water. After the divers have closed all the holes, the great pumps can be set to work and the ship brought to the surface. Many ships have been salvaged in this way.

With the Seydlitz it is a different matter altogether, for had she also gone down on an even keel, pumps, and plenty of them, would soon have brought her up again, but the 24,000 ton ship has been overturned, and the righting of a capsized vessel is always a ticklish job.

The main advantage in this case is the space in which to move the salvage craft and mighty lifting derricks, for it is essential that the lifting shaft should be able to move freely all round the capsized vessel if she is to be brought to the surface again. Much blasting may have to be done with explosives getting rid of the masts and other obstructions, for that is the first step toward salvage. Then the divers will be sent down into the interior of the ship with orders "Close all port holes and every opening you can find."

By this time, however, the ship will have sunk some distance into the ooze, and many tons of mud will have shifted to the port holes and other openings to make things unpleasant and difficult for the divers, as well as adding considerably to the weight to be lifted.

The port holes, owing to the ship's position, will be no easy task to get at, but by using compressed air and turning powerful jets of water on the mud one by one can be screwed up. It is a nerve-trying, risky work.

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and the divers have to study hard to get the "hang" of the ship before they venture down. The floors of the cabins of many of the ships, of course will be now like the walls, and the walls have become floors, the doorways making pits for the unwary to fall through.

Under Water Boring

When a diver falls, tragedy easily occurs, so all the time the men have to be on the alert. Coupled with the drawbacks is the fact that in the interior of the ship the water is thick with mud, making it impossible to see, and the divers have to trust to their fingers—like blind men they will grope about, relying upon their sense of touch to tell them that things are all right.

It will be a mighty task to roll over this 24,000-ton carcass of a ship, and it seems at a glance impossible that such a thing can be done. For a ship lying on her side, and which has now dug herself into the yielding ooze, it will be essential to remove all the mud between her keel and the bottom in order to give her free movement.

The oxy-acetylene blow-pipe may prove a great advantage in making holes through metal bulkheads, or the oxytorch, by which metal can be actually burnt under water. It seems incredible to think of heating iron to melting point when surrounded by a mass of water, but the flame is encircled by a cylindrical jet of air that blows away the water. The heat is very intense and highly localized, and as a result the temperature is raised enough to heat through the iron and steel. Plunge a match into water and it goes out. Even the blaze of a ship alight from stem to stern is put out as soon as she sinks.

The end of the electric torch used is shaped something like a cup, in the centre of which is the electric arc, which generates a heat 6,700 deg. Fahrenheit. Around the arc are a series of apertures, arranged in a ring, through which the highly compressed gas is delivered.

The intense heat of the gas—about three thousand degrees—drives back the water from within the cup, and reduces it to steam, thus leaving the waterless space for the electric arc to work in.

ANYTHING BUT THAT

Alleged Jewel Thief—"May I have ball?"

Magistrate—"I will order you a Rolls-Royce and a bed of roses if you like; but you will not have ball."

BADLY FRIGHTENED

"Her husband was so frightened of her that he went off to work."—Woman witness at Wilsden.

To Have the Best Bread and Most Delicious Cakes

USE

"QUAKER

PATENT

FLOUR,"

The Quality is the Highest and Never Changes

Pulpwood Commission Leaves

Question of Embargo Up To Government of Dominion

OTTAWA, July 28.—(Canadian Press)—The much awaited report of the Pulpwood Commission makes no recommendation on the question whether or not an embargo should be laid on the export of pulpwood. It leaves determination of a policy with the Government. The commission, however, makes many recommendations for forest conservation into which its report of three long volumes enters exhaustively, and observes that if an export tax is adopted the revenue should be applied in forest protection through federal and provincial services.

"The application of an export tax," says the report, "ostensibly as a means of conservation, but actually for the purpose of securing revenue to apply in other directions would be adding insult to injury."

Under the head of conservation, the commission states that definite, radical and constructive steps are of transcending importance if Canada is to protect and further develop her forest industries, and takes the ground that a chain of publicly owned forests should be developed throughout the Dominion.

THE INSULT

Witness (in assault case)—"It all started because he said I couldn't hear even Sousa's band at five yards' distance on my crystal receiving set."

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ST. JOHN'S, NEWFOUNDLAND, WEDNESDAY, JULY 30th, 1924

Efforts of Opposition Produce Good Results

The Loggers' Bill as introduced by Mr. Brown, M. H. A. (Twillingate), was further debated on second reading yesterday. It was evident that Government members had no intention of supporting the bill and after some debate, Mr. Higgins moved that it be referred to a Select Committee. This idea did not meet the approval of Opposition members and moreover a Select Committee had no authority to sit out of session. The motion was, therefore, amended and a Commission will be appointed to take evidence on all the circumstances underlying the bill, from loggers and companies alike. The Commission will report to the Legislature their findings, at the next session, and in the meantime the second reading stands deferred.

The Bill has principally for its object the abolition of the sub-contracting system of cutting wood and the granting of a minimum wage of forty-five dollars per month and found to all loggers. It further provides against the attachment of any logger wages.

Opposition members who spoke put up a splendid fight on behalf of the Bill and we shall be publishing their speeches later.

The Humber Strike

Comment today on the serious situation which has arisen at Corner Brook because of the strike of Two Thousand workmen would be premature, and until we are in full possession of the facts no word ought be uttered which would tend to create a feeling other than one of mutual forbearance on the part of the men and the Company. If, however, the rumor that agitators from Canada and Sydney have crossed the Gulf and come into our country for the sole purpose of creating labor discord, then we say that the authorities should waste no time in rounding these parties up and deporting them to the wider field of activity whence they came. Newfoundland and Newfoundlanders are quite capable of settling our labor disputes without outside interference.

Sir Patrick McGrath States His Position re the Labrador Boundary

In the Legislative Council yesterday afternoon, Sir P. T. McGrath made the following statement:

Mr. President,—I ask leave, before we enter upon the Orders of the Day, to make a personal explanation as to my part in the Labrador Boundary Case, respecting which there seems to be some misunderstanding.

First, I did not seek this work yesterday afternoon, Sir P. T. McGrath made the following statement:

Mr. President,—I ask leave, before we enter upon the Orders of the Day, to make a personal explanation as to my part in the Labrador Boundary Case, respecting which there seems to be some misunderstanding. First, I did not seek this work yesterday afternoon, Sir P. T. McGrath made the following statement:

the service.

Thirdly, every feature of my work has had to stand the scrutiny of Sir John Simon, K. C., the leader of the English bar, who is our senior counsel, and of Sir Thomas Berridge, an ex-President of the English Law Society, who is our solicitor; and I think I am entitled to take pride in the fact that it has been satisfactory to them and the other legal gentlemen in England engaged in the case. As proof of this I would read a letter written to me on the eve of my departure from London in December, 1922, by Mr. W. T. Monckton, who is the junior counsel in the case, and who, with Mr. Burn, of Burn and Berridge, has had to do most of the work of preparing it for its final revision by Sir John Simon, and Mr. Barrington-Ward, K. C.

"London, Dec. 3, 1922.

"Dear Sir Patrick,

"I feel I cannot let you go back to Newfoundland without a word of thanks for all your help in the Boundary dispute. Your work both in the discovery of documentary evidence and in the collection and arrangement of the map material has been absolutely invaluable, and I am honestly amazed at the amount of which you have been able to do in the time. I may have made many mistakes in the preparation of the case, but I know now that I was entirely right in advising that your presence over here this autumn would be of the greatest assistance. I feel that I have had perhaps better opportunities than any one else for appreciating your work, with the possible exception of Mr. Burn, who, I know shares my view of it. It has been a very great pleasure to me to work with you, and I hope to have your help again before the case is disposed of.

"With many thanks, I am,

"Yours very sincerely,

"(Sgd.) Walter Monckton."

For nearly three years I have given my best efforts to this task devoting practically my whole time to it, both week-days and Sundays, for while we were here at home Mr. Warren and I spent most Sunday afternoons at it, as he could not in his office on week-days give the time needed for the consideration of the problems it involved.

Statements published in the newspapers show amounts paid to me in this case in three years as \$19,800 in all. But, as a matter of fact, I have only received \$8,000 of this sum for my services. The arrangement was that I draw remuneration on account of this work at the rate of \$3,000 a year, and the third year is not yet completed.

Another \$3,000, in round figures, represents repayments to me for out-of-pocket expenses. For instance, I pay my stenographers (of whom I sometimes have had to employ two), from week to week and get repaid every six months. I do the same with typewriting supplies and all other minor outlays. Then on my trips abroad searching in Universities, Libraries, Museums, etc., I have had to pay for books, maps, photographs, copying of records, etc., out of my own funds and secure repayment after my return. Vouchers for every dollar of this outlay will be found in the Department of Justice.

The remaining \$9,000 covers travelling expenses for three trips in connection with this case. In the autumn of 1921, I was away for over three months, going from here to Ottawa, then to Winnipeg, back to Toronto, Ottawa, Montreal, New York, Philadelphia, Washington, back to New York, Harvard University, near Boston, Brown University at Providence, Rhode Island, etc., back to Ottawa, Quebec, and then home. In the documents in the Canadian Archives examined, at Quebec, Montreal, principle, it was clearly understood and obtained statements from every white man then alive, who had been in the interior of Labrador, was that this was a matter of vital importance to the Colony and that it was in 1922 I left here in July and was when the matter was mentioned that I could best perform

west as Detroit, back to Toronto, Ottawa, Montreal, Boston, and New York, crossed to England and on the return trip revisited Washington, Ottawa and then returned home. My stay in London of nearly four months was prolonged partly because Sir Richard Squires and Mr. Warren were engaged in negotiating the West Coast paper mill contract and also because a general election occurred in England, which put us out of touch with Sir John Simon for six weeks, as he was a candidate.

Last year I left here in August and was absent five months, again visiting Canadian and American cities and crossing to England. Here I was delayed again by Mr. Warren, Sir Marmaduke Winter and myself being occupied with the Economic Conference for six weeks, and still further by another English General Election, which made Sir John Simon inaccessible for a similar period.

For the expenses of these trips totalling nearly 15 months, I have been paid \$9,000, which works out at about \$600 per month or \$20 per day, out of which I have paid my hotel bills, railroad fares, transatlantic steamer tickets, and all other expenses. I leave it to Hon. Gentlemen of this House, who are accustomed to travelling extensively, to say if this is an excessive figure.

On December 17th last, following on the English General election of December 6th, Sir John Simon gave us a special conference to enable me to leave for home next day. At this final conference he approved of this Colony's case for exchange with the Canadians, who were to hand in their case in return. This exchange was to take place on December 31st, but the Canadians were not ready, then and are not ready yet, though we have lately had assurances that they will make the exchange in October. After that the preparation of a counter-case has to be undertaken. This, it is hoped, will not take longer than a few months and then the matter will be ready for trial. It will, I presume, be submitted to the Privy Council at the first session of that body after that exchange is made.

I do not make this explanation as an apology, because I do not feel that I have anything to apologise for. In my work on this case I have given the best that is in me, and I do not think that any fair-minded person will claim that I have been guilty of any "grafting" or "profiteering" in regard to it.

AT THE HOUSE YESTERDAY

Mr. Halfyard, Member for Trinity, Supports Loggers' Bill in Able Speech

The House met at three o'clock. HON. F. G. BRADLEY presented a petition from the residents of the District of Port de Grave who fish at Bolster's Rock and other places asking for the erection of a Marconi wireless station at a neighboring place on the Labrador.

MR. LINEGAR presented a petition from the Boiler Makers' Union asking that protection be given the Journeymen boiler makers in repairs to boilers on ships and other places.

MR. MOORE supported the petition.

THE MINISTER OF MARINE & FISHERIES tabled the report of his department for 1923-14.

The debate on the second reading of the logging Bill was then taken up.

MR. HALFYARD addressed the Committee in support of the Bill. He said that in rising to support the second reading of the Bill respecting the logging man, it was not his intention to take up much of the time of the House. Both sides of the House have made up their minds that they should support the Bill. Continuing, Mr. Halfyard said that the question of a minimum wage for loggers deserved very serious thought before introducing new legislation into the country. "I cannot say that I took kindly to the proposition when it was first brought

to my notice. As to the duty of the Government to introduce a minimum wage bill for the loggers, last year I had the opportunity to hear the opinions of a great many men who were experienced in logging operations; and I was surprised to learn that 99 per cent spoke unfavourably of the sub-contract or piece-work system."

There is no doubt that there were people who made good wages under the contract system, and there were very few people who would not support the measure, although it did not personally affect them. Speaking of the loggers generally, he said "We all appreciate that men went into the forest to cut trees which don't grow in the same size, neither do they grow in the same profusion; but some sections of the forest set apart for the loggers are altogether different. He declared "that if the House could do anything to lighten the situation it should take the first opportunity of doing so. The companies which employ men for the logging industry, should, before a minimum wage be given to loggers, be afforded an opportunity of expressing an opinion as to what would be the best to do in justice to all concerned."

"The best we can do, said Mr. Halfyard, "should be done, but we have to admit as conditions with regard to labor in this country during the next few months, will compel the Government to give to the problem its most serious thought and consideration. The business of the companies from a business point of view would be to try and make that business pay and give reasonable profits to their directors and shareholders, which should go to prove that the company loses nothing under the piece-work contract system. It would be only natural for an industrial organization to take advantage of the labor conditions at present existing in this country. Mr. Halfyard urged upon the Government the necessity of taking due notice in time of the conditions which are bound to prevail the coming autumn and winter. Unless the fishery improves hundreds of men will be seeking employment, and he felt that something tangible should be done to meet the crisis."

THE MINISTER OF JUSTICE made a lengthy speech in which he expressed sympathy with the Bill, but said the effect of such legislation would be so drastic that the

Legislature should go slowly.

He closed by moving the following amendment:—"That the second reading of the Bill be deferred until such time as the House is in possession of a report from the Commission to be appointed to take evidence on the matter."

MR. SULLIVAN seconded the amendment and considered the Bill objectionable in many respects. One feature of a minimum wage was the danger of the Companies making it a maximum wage. If the Government fixes \$45.00 per month as the minimum wage, then the chances are it will prevent the men from getting a higher wage until supply and demand force it on the Companies. He felt also that it was class legislation.

MR. WARREN agreed with the Minister of Justice that great care should be exercised before passing any such legislation, as this Bill proposed. He had listened to the arguments of the introducer of the Bill and also to the arguments of the Minister of Justice and Mr. Sullivan. The arguments of the two latter gentlemen appealed to him and he had no alternative but to vote for the Amendment to refer the Bill to a Select Committee or a commission to sit out of session and take evidence. He was in favor of a commission, as the Select Committee had no powers after the House closed. A commission could take evidence and report a finding. He would vote for the Amendment.

CAPT. WINSOR favoured the Amendment.

MR. GRIMES made a strong speech in favor of the principle of the Bill. He quoted English and Canadian instances showing that the state had often interfered in private business. He could not see either how the Bill could be termed class legislation. He believed the workers should be protected, although he admitted it was a big question and great care should be exercised. He said something was wrong with the system when men could not earn enough to exist on.

THE PRIME MINISTER stated that if the Amendment was carried he would see that a Commission was appointed to sit out of session, take evidence and thoroughly go into the whole matter.

MR. HALFYARD supported the Amendment, as he thought it was the best way out of the difficulty. MR. LINEGAR supported the

Amendment as he was convinced that better results would be had from a Commission of enquiry than by passing rash legislation without enquiry. The Amendment was then put and unanimously carried.

The House then adjourned until Thursday at 3 o'clock.

QUESTION

In answer to question of Mr. Grimes respecting new appointments, addressed to the Minister of Posts & Telegraphs:

Mrs. Sarah Ouse to be Postmistress at Gooseberry Islands instead of James Wells.

Mr. William Flynn to be Postmaster at Gooseberry Cove, T. B. instead of W. H. Seward.

Walter Andrews to be Courier between La Scie and Horse Islands instead of William Swyers.

Mr. Moses Butt to be Courier, Freshwater to Carbonar, instead of George Broderick.

J. W. Knight to be Telegraph Operator at King's Point instead of Charles W. Tilley.

Adam Seward to be Line Repairer at Clarendville instead of Zebadiah Stanley.

Barnabas Moss to be Line Repairer at Salvage instead of John Dyke.

PERSONAL

Mr. John Kelly of Gambo is at present in the city.

Mr. P. J. Burge who was visiting Bay Bulls, returned to the city last night.

Mr. Cyril Burke, of Halifax, is at present in the city visiting Dr. V. P. and J. P. Burke.

THE PROPOSAL

He thought it safer to write to the girl's father asking for her hand. He was an ardent lover, but a poor speller, and his note ran: "I want your daughter—the flour of your family." "The flour of my family is good," replied the old man; "are you sure it isn't my dough you're after?"

Cora—"Both Herbert and Harold proposed to me yesterday."

Cynthia—"And you refused them both."

"Yes, but how did you know?" "I saw them shaking hands over something in the street this morning."

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Entrapped by the Weird Mirages of Alaska

STRANGE ATMOSPHERIC EFFECTS REFLECTED ON THE ICE FIELDS OF THE FAR NORTH AND CAUSED THE AROUND-THE-WORLD AVIATORS TO CRASH INTO A HIDDEN MOUNTAIN PEAK

A deceptive mirage of the kind that has so often lured travellers to their death in the desert nearly caused the destruction of our army aviator, Major Frederick L. Martin, among the ice-bound Alaskan islands.

Major Martin, the American world flight commander, states that his plane was wrecked because he encountered a series of mirages after he left Chignik, Alaska, on April 30. The first mirages caused him to see land and islands in the wrong position, so that he crossed the Alaskan Peninsula into the Bering Sea, which was out of his course. Discovering his mistake, he steered back toward the Pacific Ocean.

Alaska in Spring is especially prolific in mirages, because currents of warmer air come in contact with vast quantities of ice and frozen earth, giving rise to the inequalities of air density which are really responsible for the apparitions that mislead travellers.

After he had turned on his right course once more the mirage that finally wrecked Major Martin's plane came upon him most unexpectedly. Directly ahead of him he saw a range of mountain crags rising above the heavy fog banks and turned to the left to avoid it.

As he did so he found the actual crags right in front of him. A mirage had caused them to appear at first in front of him and entirely out of sight of the media through which the light is transmitted from the objects. Major saw the real mountains it was too late to avoid them.

He elevated his plane as much as human effort could do in the brief time, but it was too late, and the machine crashed into the rocks and was completely wrecked.

For days Major Martin and his assistant, Sergeant Harvey, wandered over the ice-bound peninsula in danger of death from starvation, complicated with snow-blindness, until they were picked up by natives.

Thus a variety of the mirage, which has misled explorers for ages, seriously interfered with the American aerial effort to circumnavigate the globe. Mirages cause verdant oases to appear where there is only burning sand, cities in the air above the frozen wilderness of the Arctic, ships and other objects upside down or to the right or left of their true position.

One of the most extraordinary mirages recorded beyond dispute was that seen by the French army under Napoleon in Egypt in 1798. They saw before their eyes a beautiful city by the shores of a lovely lake. The thirsty soldiers, eager for refreshment, hastened on over the burning sands, but they were bitterly disappointed, for they were only able to reach the city after two days' march.

The word "mirage" has its root in the Latin "mirus" (wonderful). If it were everywhere of frequent occurrence it would surely turn the world into a kind of phantasmagoria or magic lantern show.

If you happen to sit beside a crinkled window glass in a railroad train, watching the extraordinary effects of the twisted light-rays upon objects in the landscape, you have seen the cause of mirage, viz., variations in the density of the media through which the light is transmitted from the objects seen to the eye that sees them. The effects depend upon the fact

that the apparent position of any object is determined by the direction of the light-rays coming from that object at the instant that they enter the eye. No matter how many twists and turns the rays may have suffered in the course of their transmission, it is solely the direction to which they are moving when they strike the lens of the eye that counts.

The eye and the optic nerve know nothing of the previous vagaries of the light. The object might be directly behind the head, and yet it would appear straight in front if the light from it had been refracted through a complete semi-circle.

Owing to atmospheric refraction we probably never see an object exactly in the direction in which it actually lies, but the variation is usually so

the ground upward.

The effects become complicated and very wonderful when the arrangement of the atmospheric layers of varying density is less simple than that just described. The Grand Canyon, has been apparently lifted into view from behind the horizon and brought nearer, because at sunrise there was a double play of refractive change, in part due to the heating of the air where the sun's unclouded rays first struck the ground. Gradually the density of the air was equalized throughout all the mass of atmosphere traversed by the light-rays that entered the eyes, and then the exhibition ended.

The apparent elevation of ships into the clouds is due to layers of relatively heated air lying high above the surface of the sea. But there is virtually no end to the strange effects that may thus be produced. Sometimes what may be described as gigantic magnifying lenses are formed in the atmosphere by areas of abnormal density, and the appearance produced becomes almost incredible.

Distance cities and other objects are not only brought into view above the horizon, but, owing to the magnification, are seen comparatively close at hand, so that their principal details are discernible. Theoretically, it would be possible for the earth to have an atmosphere possessing such an index of refraction that a ray of light would be sent completely round the globe in a circle, so that one might see his own back by light that had gone round the earth.

Alaska is haunted, perhaps, by the most remarkable mirages in the world. Every visitor to Sitka has heard of

schoolers sailing in the sky.

On April 23, 1899, a mirage of lower New York, not inverted, but right way up, appeared over Sandy Hook and Atlantic Highlands.

Some of the most wonderful mirages are seen in the "Painted Desert" of Arizona. Palaces, hanging gardens, avenues, fountains, lakes, fortresses appear almost daily in ever-changing variety.

It has been reasoned by modern scientists that the famous golden city of El Dorado, which the early Spanish explorers say they saw but never reached in South America, was really a mirage.

One of the most curious cases of lateral refraction, which is the kind of mirage that misled Major Martin in Alaska, is reported by scientists of Geneva, Switzerland. A bark was seen approaching on the left bank of the lake, and at the same time an image of the sails was observed above the water, which instead of following the direction of the bark, separated from it and appeared to approach Geneva by the right bank of the lake, the mirage moving from east to west while the bark moved from north to south.

Professor Biot, the physicist, came to the conclusion from the geographical features and the direction in which the sun's rays were passing that there would be considerable lateral difference in temperature, which would have produced the Geneva mirage.

A very wonderful mirage, known as the Fata Morgana, appears frequently along the Straits of Messina, between Sicily and Italy. Professor Minasi, an Italian scientist, describing this, says:

"When the rising sun shines from that point whence its incident ray forms an angle of 45 degrees on the sea of Reggio, and the bright surface of the water is not disturbed either by wind or current, the spectator being placed on an eminence of the city with his back to the sun and his face to the sea, on a sudden there appears in the water multiplied objects, namely, numberless series of pilasters, arches, castles, columns, towers, palaces with balconies and windows; valleys of trees plains with herds and flocks, etc., in their natural colors and proper action; passing rapidly in succession along the surface as long as the above-mentioned causes exist."

"If, in addition, the atmosphere be highly impregnated with vapor and dense exhalations not previously dispersed by the action of the wind and waves, or rarefied by the sun—in this vapor, as in a curtain, to a height of 24 or 25 feet, and nearly down to the sea, the observer sees the same objects not only reflected from the sea, but likewise in the air, though less distinct. Lastly, if the air be hazy and slightly opaque and dewy, the objects appear only at the sea surface, but with prismatic colors."

Jeremiah Crowley and Fred Gaisel, New York newspapermen declare that they saw the City of Portland, Me., reflected in the skies while they were making a trip to Bar Harbor from New York some years ago on the yacht Trinculo. They figured they were about three miles out at sea and judged they were within about ten miles of the city when to their great astonishment they saw the whole city reflected upside down in the skies.

They could distinguish the buildings which were clearly outlined, the day being bright and clear. For a day and a half previous they had been compelled to lay up at Gloucester, Mass., due to one of the most terrific storms ever known off that coast. The mirage appeared following the storm and while they were continuing their journey on to Bar Harbor.

A British flying corps officer in the World War tells how a mirage in the clouds made him believe a collision was inevitable.

"I was on patrol with five other machines over the lines, and had just gone into a cloud bank. Just before going in I saw the plane on my right suddenly turning to cross in front of me. Suddenly I saw a machine of the same type as mine appear out of the clouds about fifty feet away, making straight for me."

"Instinctively I jammed my nose hard down and went as near a nose dive as possible. The other airplane did the same. I turned. The other turned into me."

"I was in a cold perspiration all over by this time, so I thought, 'Here goes; if I am going to crash it might as well be complete.' So straight for it I went. We got closer and closer, and bill! my machine and its mirage in the clouds met."

"It seemed like a hideous nightmare, and I can still see that machine doing its utmost to crash into me."

Mirages are frequent on the hot sandy plains of the Southwest. During pioneer days many a thirsty wagon train pressed on in joyous haste at the sight of a green grove or limpid lake, only to find it simply a mirage and perish of thirst in the desert.

At Rochester a mirage of surpass-

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slight as to be imperceptible and therefore negligible. But when the Sun, Moon and Stars are rising or setting the effect of refraction is sufficient to lift them into view when, in fact, they are behind the horizon.

The effects of atmospheric refraction are greatly complicated by the fact that the air density is continuously changing, in a capricious manner, owing to local alterations of temperature. This is the source of mirage. An "imaginary lake" in the desert is a very typical example. The air over the surface of a sandy or arid plain is intensely heated, and its density being thereby decreased it tends less than it did before to "lift" an object seen on the horizon.

But at a certain height above the ground, varying with circumstances, the refractive quality of the air attains its normal value. Now, in such a case it is possible for an observer to see a distant object through two layers of air, the under layer having a smaller index of refraction than the upper one.

The consequence is that the object appears double, the image formed by the less refractive rays appearing below that formed by the others, and the effect of a reflection in water is produced because the same rays which make the lower image also project upon the ground an image of the sky resting on the sand. The inversion of the lower image is due to a gradual increase of the refractive index from

"the Vanishing City." It is a city in the clouds which frequently makes its appearance near the great Muir Glacier, the largest body of ice in the world.

Here there appears from time to time a marvellous counterfeit of a great city, with towers and steeples defined with startling distinctness.

It is always to be found in the same place, more frequently in the Spring than at any other season, and its outlines are always the same.

Lyman R. French, a well-known American explorer, set out to investigate the mirage, and actually succeeded in photographing it. He spent the whole of June and a portion of July near the glacier before the phenomenon appeared. In his report he says:

"In the afternoon we suddenly perceived rising above the glacier in the direction of Mount Fairweather what at first appeared to be a thin, misty cloud."

"It soon became clear and I distinctly saw a spectral city moving toward us. I could plainly see houses, well defined streets and trees; here and there rose tall spires over huge buildings, which appeared to be ancient mosques or cathedrals."

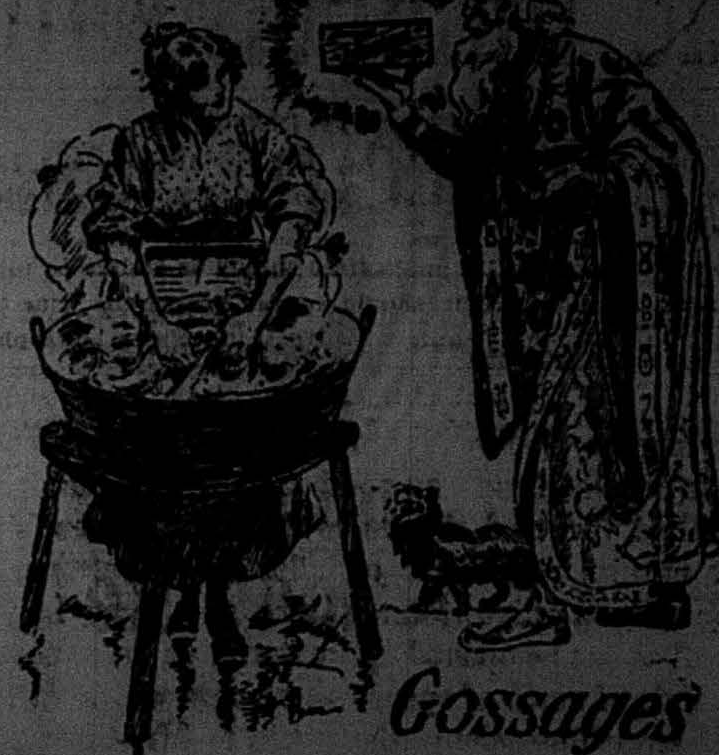
"I have seen Milwaukee mirrored over Lake Michigan, and this city appeared considerably larger than that. It did not look like a modern city—more like an ancient European city. I noticed particularly the immense height of the spires. Of course, I was much excited. The Indians who were with me were overcome by their superstitious fears and ran away. Having with me a camera I reached a point of vantage and took a photograph of it. It soon grew fainter and fainter, and shortly afterward disappeared."

"I should say the spectacle lasted about half an hour. The city is surrounded by mystery, and no one has been able to tell what and where it is. On my way back to Juneau I stopped at Bartlett Bay Cannery. Here I met two men who stated they had seen the mirage and declared that it appeared to them to be a city of about 20,000 people."

"Some of the local residents have declared their belief that it is a city of Asia, others that it is an American city, others even that it is a city of Europe."

Captain Quick, of the Morgan Line El Alba, reported that just beyond Hatteras Lighthouse he sighted another lighthouse not charted on any map and standing on its head, then a range of hills and after that a fleet of

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ing character was witnessed. The entire northern sky was lighted with the blue waters of Lake Ontario, while reflecting from her bosom could be seen the mountains, hills, valleys, bays and rivers of the Canadian shore inland for a mile.

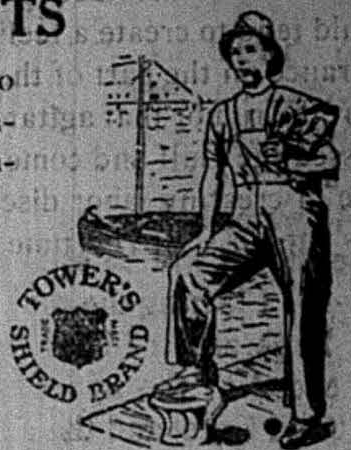
The inhabitants of Verviers, in Belgium, a city lying some sixty-five miles south-east of Brussels, declared very solemnly that on June 18, 1815, the day of the battle of Waterloo—they could plainly see the charges of the cavalry on the historic plain where Napoleon's fate was decided. An artist made sketches of the scenes, which have been preserved.

Just as the telescope or some other arrangement of glass lenses can make an object appear far from its true position, so the atmosphere, under certain conditions, can bring any place in the world within our vision.

ATTENTION, FISHERMEN! TOWER'S WATERPROOF OILED SUITS

are made for you—the men who need the best in waterproof clothing. They are sized big for comfort and strong at every point.

TOWER'S A. J. TOWER CO.
BOSTON, MASS.
PETERS & SONS, ST. JOHN'S,
Agents



ADVISORY BOARD.

Mr.
Outport Customer:

ONLY you remember the never fading dye, the enduring qualities were in the black and blue serges you got from us before the war? Yes, certainly! We can give you the same again. Our latest arrivals are guaranteed dyes and pure wool. Samples and style sheet, with measuring form, sent to your address.

John Maunder
TAILOR and CLOTHIER

281 and 283 Duckworth Street, St. John's



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Leaves Bonaventure Station, Montreal daily at 10.00 p.m. for
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For Further Information Apply To

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BOARD OF TRADE BUILDING.

Clean Up! Paint Up!

You insure against Fire, why not against weather destruction? Paint to-day and save decay.

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"MATCHLESS"

THE PAINT OF QUALITY.

White Leads, Zincs, Colours ground in oil, Ready mixed Paints in all shades, Roof & Bridge Paints, Ships' and Copper Paints, Creosote Shingle Stains. "Matchless" and "Peerless" Floor finishes (A stain and varnish combined) Varnishes, Gloss Paints, Gold, Aluminium and Black Enamels, Pure Shellacs, Disinfectant, Putty, and special Paints made to order.

THE STANDARD MANUFACTURING COMPANY, LTD.,
ST. JOHN'S.

The Humber Valley Hydro-Electric System

An Interesting Description of Construction Work With Facts and Figures re Big Project.

The Humber Valley Hydro-Electric Scheme is now an accomplished fact and the immense natural resources of the West Coast of Newfoundland will at last be opened up. Thousands of acres of spruce and fir stretching along the Humber and inland to Grand, Deer and Sandy Lakes are being harvested for their valuable papermaking woods. Hand in hand with logging operations will go an adequate re-forestation policy which will make the supply of timber inexhaustible.

A paper mill of four hundred tons per day capacity is being built at Corner Brook. The power plant will be located at the South-East corner of Deer Lake.

In the early part of 1923 work done included:

(1) Clearing of the right of way of the Canal, that is, the removal of timber, brush, etc., from a strip three hundred and fifty feet wide and extending along the whole eight miles of the Canal course.

(2) The clearing of the right of way for the penstock from the Canal to the power house, a strip of the same width running four thousand feet as well as a large area at Deer Lake end of the Canal, where the control system for the water before it enters the penstocks will be established.

(3) Clearing the timber for a large area of land to be flooded at the upper end of Grand Lake, and the clearing of site for the power House on the margin of Deer Lake.

The Canal.

Following the arrival of the s.s. Canadian Coaster the Northern Construction proceeded to establish headquarters at Humber Canal Station, Mile Post 367½. The building of sheds for housing twelve locomotives, machine shops, carpenter shops, smithy stores, work houses, residences for officials were carried on throughout June and July, 1923.

The contract of the Northern Construction Company

embodied the construction of a Canal, one hundred feet wide at the bottom and eight miles long, between Grand Lake and Deer Lake. The material to be removed from these cuts which varied from grade to fifty-three feet consisted of muskeg, hardpan, boulders of granite and hidden ledges of sandstone and shale. The quantity to be removed is about 6,000,000 cubic yards. The Canal when completed will enable about 4,000 cubic feet of water per second to pass.

For despatch in moving the enormous quantity of material the Constructing Company has eight Buxyrus Drag Lines on operation. Four of these are class 24, capacity 3½ yards; One No. 225 and one No. 330, capacity six yards each; two class 7, capacity one yard.

For blasting the hardpan and hidden ledges of rock ahead of the drag lines the Constructing Company is using Portable Well Drills. The blasting of boulders on the right of way and also the grading of the rocky Canal bottom is being accomplished by the use of three gasoline engine driven portable compressors and jackhammers.

Damming Junction Brook

To W. I. Bishop Company, Constructing Engineers, has been entrusted the design and construction of the huge dam across Junction Brook. This

dam becomes necessary in order to raise the level of Grand Lake twenty-seven feet.

To provide for its construction a temporary dam known as a "crib" dam or cofferdam was built in 1923 across the outlet of Grand Lake.

The cofferdam or crib dam consisted of a central section made up of alternate cribs and sluices and two wing dams one at either end. The wing dam consisted of a sheet piling core and rubble slopes. There are twenty-two piers and twenty-one sluices each fifteen feet wide. The sluices were fitted with stop-logs to hold back the waters of Junction Brook when the Company started work on the dam foundations.

The main dam which is of the Ambursen type in addition to accomplishing its principal purpose of holding back the waters of Junction Brook will also function as a railway bridge whose piers and girders are embodied in its concrete bulk.

The dam when completed will be seventy feet high and

will have a cubical content of about twenty-eight thousand cubic yards of concrete.

Among the principal features of the design and construction of the dam the following are worthy of note:

(1) The cut-off which is carried nine feet in the bed rock.

(2) A four feet core wall at either end of the dam.

(3) Two 12 x 8 closure bays, the sealing of which will be the last step in the dam construction.

(4) Twenty foot grout holes two inches in diameter for sealing.

(5) The buttresses of which there are forty-two placed at 18 foot centres.

(6) Spillways consisting of 18 bays constructed of reinforced concrete.

(7) The decks 48 inches thick at the base and 21 inches at the top.

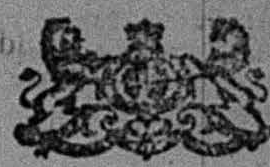
The stone used as coarse aggregate for the concrete was quarried and crushed at South Brook and delivered via Newfoundland Government Railway to stock piles near the site of the Main Dam. A sufficient supply of suitable sand was also secured at Grand Lake.

The sand and stone are handled from the stock piles in hoppers by Horten hoisting engines equipped with Hayward Orange Peel buckets. From these hoppers the stone and sand are tapped into one yard Smith concrete mixers. The mixers in turn discharge into one yard skips or buckets which pass via Ledgerwood Overhead Cables to desired points on the Dam.

A very important feature of the power water way is the construction at low places near Glide Brook of two banks. One is a sharp deep bank, and the other a long shallow bank. Both are necessary to impound the waters diverted from Grand Lake into the Canal. The construction of these two banks will form a lake at Glide Brook, at the Canal site, when the Canal is watered. Western Star.

American schooner Wellington has arrived at Botwood from New York with 1200 tons general cargo consigned to A.N.D. Co.

NFLD. ROAD BOOSTER AND TOURIST TRADE ADVOCATE for sale at bookstores. Price 25c. July 24, 61



THE OGILVIE FLOUR MILLS CO., LTD.

BY SPECIAL APPOINTMENT TO

His Majesty King George V.

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WINDSOR PATENT

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The Product of the Largest Mills in the Empire!

SHIPPING NOTES

S.S. Sachem leaves Liverpool for this port on August 2nd.

S.S. Digby leaves Boston for Halifax and this port on the 31st inst.

S.S. Canadian Sapper leaves Montreal on Saturday for this port, via Charlottetown.

S.S. Rosalind left Halifax for this port at 12.30 p.m. yesterday.

S.S. Silvia left Halifax for New York yesterday.

S.S. Lisgar County left Montreal for this port, via Charlottetown, at 5 o'clock Monday afternoon.

S.S. Sable I. left Boston yesterday for Halifax and this port.

S.S. Hella is in port.

S.S. Alfred Noble has sailed from Bell Island for Rotterdam with 8,500 tons ore.

S.S. De Haven has sailed from Bell Island for Rotterdam with 7,150 tons of ore.

Schooner Nordraak, 61 days from Barisal, has arrived here in ballast to T. H. Carter & Company.

Schooner Helen Blair, 4 days from Halifax, has arrived with a cargo of oil to the Imperial Oil Company.

Schooner James and Sapper has arrived at Botwood from Lunenburg, N.S., with 30 tons plaster to A.N.D. Co.

Schooner Phyllis L. Westhaven has cleared and sailed from Twillingate for North Sydney, taking 200 casks containing 12,558 gallons seal oil, and 151 barrels pickled herring, from the estate of William Ashbourne.

Schooner Lauretta has arrived at Fogo with a cargo of coal from Sydney to Earle & Sons.

FIVE FAMILIES HOMELESS

Disastrous Fire at New Melbourne, Trinity Bay.

News was received in town yesterday afternoon that a big fire had been raging at New Melbourne, T. B., since Monday, and that several houses had been destroyed, and others were in grave danger.

At 6 p.m. Mr. W. W. Halfyard, M. H. A., received the following message from Elisha Button, J. P.:

"Disastrous fire raging here since yesterday. The houses and outhouses of Luther J. Mansfield, Joshua Goodwin, Wesley Goodwin, and William H. Goodwin, totally destroyed with all the crops, etc. Others are still in imminent danger. Prompt assistance required. Please act at once. Am investigating with others in authority."

Immediately on receipt of the message Mr. Halfyard got in touch with the Colonial Secretary, and arrangements have been made with the Inspector General to send the police sergeant at Carbonear by motor to New Melbourne to investigate and report and render the necessary temporary assistance.

FURTHER PARTICULARS

Mr. W. W. Halfyard received the following message from Mr. Elisha Budden, New Melbourne, this morning:

"Five dwelling houses destroyed by fire yesterday, with all surrounding property. Total loss \$12,000.00. Twenty-six persons homeless. Please advise Government send relief at once."

2,000 MEN ON STRIKE AT CORNER BROOK

Two thousand men are on strike at Corner Brook to-day. The first information was received yesterday morning, when it was stated that the number on strike totalled 500. Later in the day, however, further messages indicated that the strikers numbered 2,000, and it was reported that the increase was due to the labourers compelling the skilled workmen to make common cause with them.

Other messages stated the leaders in the present strike had come into Newfoundland from Sydney, and that these parties were conducting the strike. The Justice Department this morning was unable to give out anything definite, but up to 11 a.m. no disorder of any kind had taken place. Adequate police arrangements have been made by Inspector General Hutchings to protect the Company's property and preserve order.

The men are demanding 30 cents an hour. At present they are getting 25 cents an hour, so that they are asking a twenty per cent. increase. Some time ago, it will be remembered, a similar increase was demanded. Dissatisfaction has prevailed for some time between the employees and the Company, but it is regrettable that just now such a serious condition as this walkout indicates should arise. Through the day more detailed information will probably be available.

Labrador Fishery Report Not Encouraging

Capt. W. C. Winsor, Minister of Marine and Fisheries, yesterday received the following report from Capt. Edgar Hann on board the S. S. Meikle in reference to the fishery on the Labrador Coast:

"Battle Harbour, North to Indian Harbour, practically nothing with traps, fairly good jigging; Emily Harbour, Horse Harbour, Holton, some traps doing well, other nothing; fairly good hooking. Cape Harrison, eighteen schooners fishing doing fairly well; Arthur Sampson, 1300 quintals. Ragged Islands, traps not doing much, little with jiggers; eight schooners average 300 quintals each. Ironbound Islands, poor fishing, nine schooners average 300 quintals. Makovik, poor fishing. Stormy passage."

EPIDEMIC OF TYPHOID AT WHITE BAY

Mr. G. R. Williams, of Rothwell and Bowring, Limited, received a wire yesterday from Rev. J. H. Marks, of Jackson's Arm, White Bay, advising him that a serious epidemic has broken out and asking him to notify the authorities that medical assistance is required at once. The Minister of Justice also received a wire from Magistrate Alecock advising him that since October last no less than seventy deaths have occurred at Hamden from Scarlet Fever, Measles, Diphtheria and Pneumonia and now Typhoid has broken out. Dr. Blackall also received a communication regarding conditions there. The messages have all been referred to the Government, and yesterday evening the Colonial Secretary, Hon. J. R. Bennett, arranged with the Medical Health Officer, Dr. Prehn, to have a doctor sent to Hamden by the S. S. Prospero leaving today. A nurse is also to be sent if one is available.



GERALD S. DOYLE, Distributor, St. John's.

SPACING

When he first came to see her He showed a timid heart, And when the lights were low, They sat this far apart. But when this love grew warmer And learned the joy of a kiss, They knocked out all the spaces And sat up close together.

HE TOLD HER

Short-sighted Lady (in grocery)— "Is that the head cheese over there?" Salesman—"No, ma'am; that's one of his assistants."

HIS DUTIES

The owner of a big plant, addressing a new employee:

"Did my foreman tell you what you will have to do?"

"Yes, sir, he told me to wake him up when I see you coming."

WAITING

Visitor to Hospital: "Is Mr. V. Visitor to Hospital Attendant: "Is Mr. Murphy in?"

Hospital Attendant to Visitor: "Yes, he is conalescing now."

V. to H.A.: "Very well, I'll wait."

ASK AND RECEIVE

"What were you and Mr. Smith talking about in the parlor?" demanded Miss Blushes' mother.

"Oh, we were discussing our kith and kin," replied the young lady.

"Yeth, you wath," interposed her little sister. Mr. Smith asked you for a kith and you said 'you kin.'"

S.S. Yankton was due to arrive in Boston from this port yesterday.

Schooner Irene May arrived at Bonne Bay with a cargo of coal from Sydney.

S. S. Susan sailed on the Fogo Mail Service at 2.15 p.m. yesterday, taking the following passengers: Lieut. Porter, A. J. Taylor, Rd. Mann, Miss Record, Mrs. P. Elliott.

CARD

Dr. M. F. Hogan,
DENTIST

142 Water Street

(Opp Royal Stores)

Telephone 1255.

may 7, mon, wed, fri, 3 mos

NOTICE—Any party wanting a Good Fishing or Shooting Trip on the Lower or Upper Gander River please communicate with L. A. FRANCIS, Gander Bay. July 14, 1924.

PICKED UP at Ochre Pit Cove, B. D. V., on July 14th, part rim of Cod Trap, buoys marked "J. A." Owner can have same by paying costs, by applying to Robert Gillingham, Ochre Pit Cove. July 29, 31, 1924.

WANTED—Whiskey, Syrup and Beer Bottles. Phone 627 and home will call. T. A. KENNEDY, 13 Williams' Lane. July 11, 1924.

Newfoundland Government Railway.

NOTICE TO SHIPPERS

Until further notice, Ship Cove will be a regular Port of Call for S. S.

"Prospero, freight acceptance will be advertised. Shippers are asked to make necessary correction in Directory of Ports of Call.

Freight for regular Ports of Call on above route, between Argentina and Port aux Basques, will be accepted at **FREIGHT SHED, THURSDAY, JULY 31st,** from 9 A. M. to 5 P. M.